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NEW YORK, TUESDAY, FEBRUARY 12, 1895 .- COPYRIGHT, 1895, BY THE SUN PRINTING AND PUBLISHING ASSOCIATION.

MOBBING MAYOR STRONG. NUNGRIEST RUSH FOR OFFICE SERN HERE IN MANY YEARS.

Mis Monor Had to Give Jake Patferson the Marbie Heart in Order to Get Rid of Him Some Ginates About Appointments Job Redges Expected from Albany To-day with the Beath Warrage.

Mayor's Secretary Job E. Hedges went to Al-bany on the 1 o'clock train yesterday, and Mayor Strong said that he would not return without a certified copy of the Power of Re-moval law. He is expected to bring that down to-day, and the Mayor promises to begin uplead-ing Tammany officials to-morrow. This promise the effect of crowding the Mayor's office with politicians and place hunters vesterday. The Mayor tried to see and talk with them all,

"Gentlemen, I can see no more of you to-day.

I must attend to the business of the office."

All of those in waiting retired except and deepa from Yokohama to the Poll Maji All of those in waiting retired, except gar suming that he was too big a gun to be heady of in the general order to clear out, moved on the Mayor's desk. Col. Strong waved him way with a deprecatory gesture, saying: Police Justice Jacob M. Patterson, who

with a deprecatory gesture, saying:
"Not to-day, Judge. You must excuse me,"
and Daniel opened the door significantly. Sare
never was a more apparent case of matthe

Among those who called and had audiences with the Mayor were Dr. C. M. Depew, who is supposed to be interested in Caff. F. C. Wagner for appointment as Tax Commissioner; ex-Senator Warner Miller, Caff. School, 15 Senator Warner Miller, Can Schurz, Herman Ridden, ex-Comptroller Edward V. Loéw, ex-Sheriff James O'Brien, ex-Park Commissioner M. C. D. Borden, J. Harsen Rhoades, Gen. Horace Porter, William Brockfield, Assemblymen Percy and Andrews, Thomas L. Hamilton, who wants to be Fire Commissioner; ex-United

incrace Forter, Willism Brockfield, Assemblyman Percy and Anthows, Botomas L. Hamilton, which was a proposed to be fire Comfinisioner; sc. United States District Attorney Edward Mitchell, as Assemblyman James R. Sheffield, Bernary John N. Biglin, Drake, and the lefters of this green than the proposed of the Mayor, chair were represented, except the ladepealest County Organization which has been exceptionally modes in the general the ladepealest County Organization which has been exceptionally modes in the general first produced the county of the gostips industrionally circulated the office of the office of the gostips industrionally circulated the office of the gostine of th

Drawing Prace. Dublican:

Cornelius N. Bliss, S. V. R. Cruger, and some other Republicans of that faction labored hard with William Brookfield yesterday afternoon to get him to accept a place, said to be the Commissionership of Public Works, and it was announced last evening that Mr. Brookfield had reconsidered his intention to go to Florida. Aqueduct Commissioner Francis M. Scott grew a strong favorite for the counselship to the corporation with political bettors last night.

THE REMOVAL BILL A LAW.

Taken to the Executive Mansion with Undignified Haste,

ALBANY, Feb. 11.-Mayor's Secretary Job E. Hedges was a passenger on the loctock train out of New York this afternoon, bearing in an extra-sized official envelope the Power of Removal bill and the certificates as to its local bearing and approval. Many returning legislators were on the same express, as was also Col. Ashley W. Cole, Gov. Morton's Private Secretary. This was allvery pleasant for Mr. Hedges, but of no help to him, as far as his stern duty was concerned. His papers had to be delivered to Col. Archie E. Baxter, the Clerk of the Assembly, who in turn transmits them to the Executive chamber personally or by proxy. Speaker Fish was awaiting Mr. Hedges and took him to the Capitol, where, in due time, Col. Baxter took the papers and re ceipted for them. Speaker Fish himself took them over to the Executive Mansion then, and the bill was speedily signed. Thus Albany matched New York in the undignified haste which the bill was handled. The conservative Republicans are somewhat critical. The farcica character of the Saturday exercises in the Mayor's office has not escaped attention up here, and in some quarters it is seen questioned whether the constitutional requirements as to the hearing were properly observed. If so, the proceedings were, at the best, a mere matter of form complying with the letter of the law, but with complete indifference to its spirit.

The worst of this view is that the comparison in the case has to be made with the city of Newburgh, and that the metropolis at the Hudson's mouth suffers by the comparison. In Newburgh the procedure law for cities of its class having been duly passed, a hearing had to be held on proposed law changing the local election from spring until fall. A registration day with all its consequences of trouble and expense depended upon the prompt enactment of the law. Yet the officials of Newburgh went calmiy on to give due notice of a hearing, which was kept open a day or two and resulted in a dignified and decent expression of public opinion. The difference between this and what was called a hearing in New York is considerable. If the bill was to-day where it was tendars ago there would be room for a great deal of doubt as to its further progress. If there is anything in the rumors that are coming up the river with the returning members. These rumors relate to the slate that Mayor Strong is said to have made up for the first batch of appointments to be announced under the new law. They are of a character to make the Republicans around here rage and tear their hair, especially the Platt Republicans.

It is said here that William Brookfield is expected to succeed Michael T. Daly as Commisspring until fall. A registration day with all its

ere rage and tear their hair, especially the last Republicans.

It is said here that William Brookfield is exected to succeed Michael T. Daly as Commissionar of Public Works: that Francis M Scotz sto take the place of William H. Clark as Jounnel to the Corporation, and that Johnny Ionks is to get one the Dock Commissionerships. It is heartest as the best of the kick is addessed to the Corporation selection or on the wo Democr. The appointment of Mr. Brookleid, a glass merchant in justices and the figure heart of anti-Plattiam in New York pointics, a considered a queer one from both standpoints, ones unifous in the direction of currineering wait nuturally be looked for in the head of such a superstingt under such precisions as a series the election of the Chamber of Cou-mand the the control of the office with the

Grant patronage in the lirection of the lirection of film league decanism, is resident as almost equally saturated. As to be used Monks the wonder is even form. The stepublicians here can it even forms the nestion that is on every langue concerning the possibility of the third selection except in the supplicions words. What in hell does this mean? The suggestion that Jimmy O'Brien is a the slate for a Police Commissionership as kee expressions warmer than the others, and Republicians summed the opinion up in these words: "The people of New York will want Tammany back in less than a year."

CHINA CALLS HER, ENFOYS HOME. She Also Denies That Her Battle Shipe

Have Been Sunt of Wel-Hal-Wel,
Lownow, Feb. 11.—The Central News correspondent in Shanghai says that China has ordeed the peace cuvoys, whom she sent to Japan, to come back immediately.

A despatch from Shanghai to the Central
News says the Chinese official account of the fighting at Wei-Hai-Wei denies the re-

port that the war ships Ting-Yeen and Chen-Yuen were sunk, and also asserts that the but when 3:30 P. M. came, and there seem Chen-Yuen were sunk, and also asserts that the be no diminution in the number awaiting the sudience, the Colonel arose and, waving the sudience, the Colonel arose and, waving the saccount says, were merely damaged.

The same report says, that there are no Japa-The same

Gazetanaya that during the fight resulting in the appure of the forcen Liu-Kung-Tao Island,

the appure of the forcen Liu-Kuns-Tao island, in the harbor Wei-Hai-Wei, the magazine of the Jispac fort, we blown up.

The I imes core bondent in Wei-Hai-Wei, telegraphs, undir date of Jap. 8: "A sequence engage at the land of the sequence of the sequen

"The thirteen remaining Chinese war ships have taken up a position at the southeast island. The main Japanese equadron is still outside the harboy. Four Chinese forts on the outheast island maintain an incessant fire."

MRS. STRONG IS NOT MAYOR.

Will the Sabblers and Gossips Mindly Con-

who lived nearest to the schoolhouse, sent his son down with some victuals for the teacher, but he found the door locked. Supposing that the teacher had gone to another neighbor's, he went home. That evening his father went to the schoolhouse and saw tracks leading away from the schoolhouse in the direction, across lots, of Mr. Barrett's house.

Yesterday the people got together for the first time, and, finding no trace of the teacher, a search was instituted this morning. About a mile from the schoolhouse a break was seen in a rail fence. Edward Horn, one of the party, walked up to the fonce, the drifts nearly covering it, crossed it, shovelled a little, and struck the teacher's dress, eventually uncovering her. She was dead. It is supposed that she was chilled when she reached this place, and in trying to climb the fence had fallen into the snow and died. Her feet were entangled in the fence and were higher than her head. Little is gnown about Mrs. Davis except that she was about 25 years of age and had been married. She was a stranger hereabouts prior to being hired to teach in the Barrett district three months ago. It is not known who her relatives are, but it is supposed they reside in Rochester.

Found Bead in a Snow Drift,

WASHINGTON, Feb. 11.-While a party of farmers living at Falls Church, Va., about twelve miles from Washington, were digging through snow drifts yesterday to make a road ! Washington, in order to secure provisions and mail, they dug up the frozen body of a plasterer named Phillips, who had evidently been over-come by the storm last Thursday night. The body was in an upright position and in an atti-tude as if struggling to make headway against the storm

SHOT AT FROM AMBUSH

Mr. and Mrs. Edward M. Cameron's Experience on a Lonely Road.

WEST ISLIP, Feb. 11.-The fashionable residents of West Islip and Babylon are much excited over an alleged attempt to assassinate Mr. and Mrs. Edward M. Cameron as the latter were driving homeward along the south road last evening. Mrs. Cameron had driven over to the village in a cutter behind a spirited cob to meet her husband. It was about 7 o'clock when they started to return and was quite dark. Mrs. Cameron was driving. As they were crossing the bridge near the residence of ex-Senator Al fred Wagstaff they heard a report, followed by the whistling of a bullet which passed close to the bells on the horse's back. A second later

the bells on the horse's back. A second later another bullet whirzed by in close proximity to their leads.

The horse plunged, but was finally quieted, and Mr. Cameron started to look for his assailant, but his wife persuaded him to give up the search, as he was unarmed. Mr. Cameron then drove home, where he secured a brace of revolvers and returned to the scene of the shooting alone. He had scarcely reached the spot when another builet passed between his legs. Without losing further time he started homeward on a run.

A vigorous effort will be made to catch the guilty person. It is thought by some that the shots may have been fired by a duck shooter, but this explanation is not accepted by Mr. or Mrs. Cameron. Mr. Cameron is connected with the Hygeia Water Company and is well known in Wall street.

Gen. Cyrus Hussey Injured. WASHINGTON, Feb. 11.-Gen. Cyrus Bussey of Missouri, First Assistant Secretary of the De-partment of the Interior under President Harrison, and now a practising attorney in this city, was knocked down by a runavay team attached to a sleigh this afternoon and received several severe scalp wounds and is suffering from concussion of the brain. He was taken to the Emergency Hospital, where his wounds were dressed.

Suicide of a Defaulting Cashler FAYETTEVILLE, Ark., Feb. 11.-J. L. Dickson formerly the cashier of the Moliroy Banking Company of this city, committed suicide last night by taking poison. Dickson had recently been discharged from the bank and an investi-gation of his accounts showed that he was a de-faulter to the amount of \$21,000. Fear of presscution drove him to suicide.

High-water Mark in Bridge Traffic. The traffic on the bridge on Saturday was the largest in its history, the number of passengers warried being 202, 300, which is more than 1,200 in excess of that on Columbus Day, Oct. 19, 1892.

109 Cakes German Laundry Soap Free

FLEET OF STEAMSHIPS IN.

ATURE RASES THE BLOCKADE AND MARINE NEWS BOOMS.

Nearly Every Shipper Had a Yara to Spin-The Francisco Brought In the Nine Men of the Schoener the Umbrin Saw in Distress Pilot Bont America Saves Eight Sallermen-Craising About for a Pilot -The City of St. Augustine Missing.

Nature raised her storm blockade yesterday, and a big fleet of ocean-crossing steamships, more or less decorated or encumbered with ice. came into port. The skippers of nearly all of them had a story to tell. The Wilson line freighter Francisco, from Hulk brought in the erew of the four-masted collier George A. Mc-Fadden of Bath, Me., which the Cunarder Umbria lost in the obscurity of a snow storm and a fog off George's Shoals on Saturday afternoon. The Umbria's commander, Capt. Dutton, saw the Yankee ensign flying, union down, from the mizzen rigging of the four-master. He also dimly saw steam coming from the donkey engine of the big schooner, and he supposed she was hoist ing anchor. She was really trying to clear her hold of water.

Capt. Jenkins of the Francisco sighted the schooner at noon on Sunday. Her deck was then nearly flush with the seas, which were making a clear breach over her. Her pumps were unable to free her, and she was in momentary peril of foundering. The Francisco steamed to windward of her, and launched the lifeboat in charge of the chief officer, with seven sailors as a crew. The wind was blowing a gale from the northwest, and there was a high sea, which at times threatened to overwhelm the lifeboat. It would have been foolhardy for the Francisco's gallant volunteers to attempt to go alongside the sinking schooner, so they rowed under her stern and invited her skipper, Capt. C. F. Wallace, and his eight men to jump overboard. The forward part of the schooner was then nearly submerged, and it was a question whether the men would go down with her or run the risk of drowning by leaping from her stern. They didn't hesitate. They jumped over, one by one, and were hauled into the lifeboat. Every one of them was plated with ice and frostbitten. They were taken to the Francisco, dosed with hot drinks, and furnished with dry clothing, and when they got here yesterday they were in fair condition. The

inished with dry clothing, and when they got here yesterday they were in fair condition. The McFadden was on a voyage from Norfolk to Hoston with a curgo of coal. She ran into the hurricane about southwest of Shinnecock light on Thursday last. Tall seas broke aboard her, smashed her cabin windows, flooding the cabin, and burst her hatches, almost filling her hold. The pumps were put to work, but they failed to relieve her. She was hove to for many hours, and in the mighty seas sprang a leak forward near her keel. She scudded before the blast until she reached the neighborhood of George's Shoals, when she was hove to. Her foretopment and jibboom were carried away in the frightful plunging on Friday night.

Whan the Umbria lost her on Saturday afternoon her skipper thought that he and his men were doomed, as the water was steadily gaining, although every man aboard helped on the hand pumps until he was nearly cahausted, and the donkey engine was worked to its full canacity, it is improbable that she remained affoat more than a few hours after she was abandoned. She was owned by William T. Donnell of Bath. Me. where she was built in 1888, and measured 1,017 tons. He carried a cargo of about 2,000 tons. The thlandaff City of the Bristol City line, eight days behind her usual winter time, wasn't in the rescuing business, but she brought here a story, this time of Yankee heroism, in which doubtless some Scandinavians were concerned, by the pilot boat America, one of whose sea guides. Mr. Deviin, brought the freighter in. The pilot reported that before he boarded the Liaudaff City the America had rescued Capt. Helsey and the crew, consisting of seven mr. Of the three-massed contreboard ethal-lancar schooner Nathan Easterbrook, Jr., which was on her way from Norfolk to New Hedford. The schooner was sighted by the pilot boat at 2:30 P. M. on Saturday in the howling gale from the westward. She had her ensign hoisted in the rigging, union down, and the stanch little pilot boat, after much careful manouvring. managed to ge

which was lowered over the stern davits with four men aboard. As it touched the water it was hurled against the stern of the schooner and badly broken on one side. It began to leak and would have been swamped if all hands had not gone to' bailing with their sou westers. They managed to reach the side of the pilot boat and were hauled aboard. Meanwhile the yawl of the pilot boat was launched, and the yawl of the pilot boat was launched, and the yawl of the pilot boat was launched, and within fitten members of the collier's crew were taken off and transferred to the America. The collier was heavily down by the head, and within fitten minutes after the rescue she lurched forward, her stern rose high in the sir, and she wanished under the waves. Her crew are still aboard the America, which may arrive here today or to-morrow. They were all badly frost-bitten, as were also the rescuing crew of the America.

Pilot Thomas Jackson, who brought in the

bitten, as were also the rescuing crew of the America.
Pilot Thomas Jackson, who brought in the Hamburg-American steamship Wittekind, siso belonged to the America, and told the same story. Both pilots reported that the station boat James Stafford was not at her place off the Hook. She was blown out to sea on Saturday, and has not been heard of since. The tug M. J. Moran will take the place of the station boat until she returns. Eleven pilot boats were in the bay yesterday and a larger number at sea. They are the smartest craft in American waters, and it is unlikely that any of them has been lost.

sea. They are the smartest craft in American waters, and it is unlikely that any of them has been lost.

La Normandie of the French line came through the tempest from Havre somewhat damaged. Like most of the other big ships, she was les-sheathed. The Captain did not know that La Gascogne was floundering sround on the deep. He and his officers and passengers were much affected by the news which a Sun tug gave him outside the Hook at 1:30 A. M. He got the worst of the screeching northwester on Saturday night, when a wave came over his starboard bow, and, rolling aft, carried away a part of the bridge. One of the saliors was swept along on the sea crest and jammed between two heavy casks. One of his legs was broken. La Normandie passed on Sunday, within a few hundred miles of port, the topmast of a salling vessel. It may have belonged to the schooner McFadden. The pilot who boarded La Normandie on Sunday morning said he had not seen the ocean so violently disturbed in twenty-three years. He made six or seven attempts to board the Frenchman before he was successful. When he was only a few steps up the rope ladder a great sea broke against the ship's lofty side, hiding him from view for an instant. He borrowed a sait of colones, took a few het drinks, and at once went on the bridge and brought the steamship into port.

The Maasdam of the Netherlands-American

The Maasdam of the Netherlands-American The Maasdam of the Netherlands-American line came through the storm unscathed and was not half a day behind her average winter voyage. The Dania of the Hamburg-American line from Hamburg and Hawre, which anchored outside the bar on Sünday night to wait for a pilot, got in yesterday afternoon. If she had entered port without a pilot and had become disabled by running ashere or by collision her insurance might have been forfeited. Capt. Ludwig decided at 8 A. M., after vainly signalling for many hours for a pilot, to cruise around outside the Hook and try to find one. He ran as far as Fire Island and then returned to the bar. There he saw pilot boat No. 4 - the Friendtowing out to sea. He signalled to her and she lowered a yawl in which was Pilot Frank Nelson, who boarded the steamship at 12:30 P. M. and brought her up to Quarantine.

10's pretty rough weather when you can't find It's pretty rough weather when you can't find two or more pliets looking for a ship, and very rare for ships to go on a cruising expedition for

rare for ships to go on a cruising expedition for pilots.

All the coasting steamships and those from West Indian ports had a tough battle with the elements on their way hither. One of the coasters, the steamship City of St. Augustine, which left Jacksonville on Feb. 2 for this port with 375,000 feet of yellow pine consigned to the Yellow Pine Lumber Company, 16 heaver at reet is five days overdue. She has not been heard from since she sailed, and her owner, warren W. Ray of 92 South street, is not hope, ful about her. She has a crew of about four-teen man, including Capt. J. H. Gaskell and Chief Engineer Peter Murphy.

The steamship Algonquin, also from Jackson-ville arrived yesterday morning but saw nothing of the City of St. Augustine. Off Cape May the Algonquin passed two large sunken three-masted schooners. They had all sailset, which would indicate that the halliards were frozen in the blocks before their crews could lower the sail.

The steamer Laurada from Coosaw, S. C. with

anil.
The steamer Laurada from Coosaw, S. C., with a cargo of phosphate rock, was boarded by big

seas between Hatteras and Barnegat, which threw her on her beam ends, shifting her cargo. For nearly twenty-four hours she was almost unmanageable. Her great list was increased by a thick accumulation of lee.

The State of Texas from Fernandina and Brunswick, Ga., ploughed her passage through ice all the way from Delaware Breakwater to the Hook. On Sunday, south of Currituck, she sighted a steamer ashore with several tugs around her. It was surmised that the steamer was the L. Merritt.

Pilot Allen M. Heebe of the pilot boat Friend, who brought in the Lamport & Holt freighter Olbers yesterday afternoon, says that on Thursday night the Friend was in company with three fashing smacks, and that he believes they will hardly be able to weather the blast. The Olbers was seventy hours in the burricane. She passed, about 100 miles southwest of this port, a four-masted coal barge advift, latoring heavily, and the Olbers's skipper saw no signs of life aboard the barge, which appeared to be in good condition, it is thought that the coal barge is No. 88 of the Standard Oil Company. The steamship Maverick, which lost the barge at sea several days ago, received orders yesterday afternoon to go out and cruise for her, which she did.

LORD ROSEBERY WINS.

Redmend's Motion to Appeal to the Conn try Defeated by 256 to 236.

LONDON, Feb. 11 .- Jonn Redmond, leader of the Parnellites, brought forward in the Commons to-day his motion to amend the address by demanding that the Government appeal at once te the country, inasmuch as they had failed to carry out their home rule programme. The motion was defeated by a vote of 256 to 236.

SWEPT OVER THE LIGHTHOUSE.

A Great Tidal Wave on the Northeast Coast of Cape Breton,

Downey Feb 11 -A terrible gale with snow and a tidal wave swept over the northeast coast of Cape Breton from Tuesday morning till Wednesday night, doing damage to preperty on St. Paul's Island. The tide gauge was swept away and thirty-three feet taken off the boat house by the sea.

All telegraphic communication was so completely cut off that it is only now particulars are coming to hand. The sea went completely over the northeast lighthouse and the keeper's dwelling, and flooded the buildings, the occupants being compelled to ball constantly from 9 A. M. till 3 P. M. Boat houses, stores, and fish houses, with their contents, were swept away at Nev Haven, Green Cove, Ingonish, and Middlehead. At South Bay there is a total loss of all property. Every wharf and establishment with its contents and every boat are washed off the beach. A mile of wire and poles was carried away on Ingonish beach.

RIOT AT A BROOKLYN THEATRE. Gallery Gods Mob an Officer and Then Try to Cause a Panic,

An unruly mob had possession of the gallery last night at the Star Theatre, in Brooklyn, where "The Tornado" was being played, and almost from the time the curtain was raised its disorderly manifestations disturbed the rest of the audience and the actors. In the third act Actor Taylor Carroll, the vil-

lain of the piece, was hooted so vociferously by the gallery gods that the performance was stopped while Special Officer Allen sailed in with his club to quiet the disturbers. Single handed he was soon overwhelmed, and after being relieved of his club was glad to re-

on his face and head received in the scrimmage. Fis disappearance from the gallery aroused (in impeant shouts from the geds which could be heard a block away. During the five or six minutes the disturbance lasted the audience in the lower part of the house became greatly excited, and several per-

treat down stairs. He was bleeding from cuts

sons left in a hurry. One woman fainted and was carried out. The disturbance was renewed in the fourth act, and was intensified by an alarm of fire, which was raised in the gallery. Almost every

one in the house stood up, and a panic seemed imminent, when Actor F. C. Walton stepped to the footlights and succeeded in reassuring the

the footlights and succeeded in reassuring the audience.

He said that there was no fire, and no cause for alarm. Pointing toward the gallery, he added that there were a few ruffians there who were responsible for all the trouble, and he warned them that they would be sharply dealt with if the disturbance was renewed.

The performance, which included another act, then proceeded without much further tumult, but no sooner was the curtain rung down than the rioters rushed down the stairway like so many wild indians, stamping, cursing, and acreaming until they reached the sidewalk.

They lingered around the main entrance to the number of a couple of hundred, and were soon joined by an equal number who had just left the Bijou Theatre in the next block.

Special Officer Allen was mobbed when he made his appearance at the front door, and had to rush inside and lock himself in one of the offices. A fair-sized riot was in progress when some policemen from the Adams street station arrived.

They had to use their clubs freely before the

arrived.
They had to use their clubs freely before the mob was dispersed. During the excitement half a dozen trolley cars were stalled in front of the dozen trottey tars theatre.

Only one casualty was recorded, the victim being Arthur Contilleon, 13 years old, of 235 Columbia street. The boy was trampled in the scrimmage in front of the theatre, and was so severely bruised that he had to be taken to the Brooklyn Hospital.

BURIED ALIVE.

Miss Taylor Was Getting Sand for the Floor When the Bank Caved In.

BUENA VISTA, Ga., Feb. 11,-Miss Jane Tayor daughter of Mr. James Taylor, who resider at the McMichael plantation in Marion county, met a terrible death to-day. Miss Taylor with two small children were in a deep gully near their home getting white sand to sprinkle on

two small children were in a deep gully near their home getting white sand to sprinkle on the floor.

The vein of white sand was in the side of a gully, and so much of it had been removed that the earth above had been loosened. A rumbling sound was heard, and the children cried out to Miss Taylor to warn her, but it was too late. Forty or fifty tons of loose earth fell with a crash, burying her alive. Mr. Taylor and others extricated the lifeless form of his daughter. Her neck was broken and her limbs were badly crushed by the weight of the avalanche of dirt.

EARTHQUAKES IN ITALY.

People Fice to the Fields-Sicily also

ROME, Feb. 11.-Severe shocks of earthquake were felt in the province of Reggio di Calabria and Sicily to-day. The people of the town of Palma fled to the fields, and several houses collapsed in the village of Santanna.

Slaughtered an Australian Tribe. SYDNEY, N. S. W., Feb. 11.-A despatch from

Perth, West Australia, says that seven men have been arrested in Coolgardie for massacring an entire native tribe, including women and children. The men had gone out gold seeking and were encamped near the village of the tribe which they are accused of exterminating. They say that they acted in self-defence, as the natives menaced their lives.

The Russian Imperial Family, BERLIN, Feb. 11.-The St. Petersburg correspondent of the Tageblatt sends a despatch to the effect that both the Empress and Dowager Empress are enceinte. The Empress, who was the

Princess Alix of Hesse, was married to Nicholas

H. on Nov. 26 last.

Twenty-two Shots at a Passenger Train. PARIS, Tex., Feb. 11.-The United States Marshal's office this afternoon received a telegram from A. T. Davidson, superintendent of the Santa Fé, containing the information that a passenger train on their line had been fired into near life. Hickory Bridge between Gainesville and Ardmore. I. T. About twenty-two shots were fired into the train altogether, fifteen of which entered the rear passenger coach and seven the eleeper. The head of one passenger was grazed. It is thought to have been another attempt at train robbery.

All Well-and Hurrah! for the Stout Frenchman.

A PISTON ROD BROKE

Swept Far North of Her Course While Disabled.

Spoke No Vessel But One Schooner Off St. Pierre Miguelon.

CAME IN WITH HER OWN STEAM

No Help from Anybody Until Tugs Took Hold of Her Here.

ANCHORED OUTSIDE THE BAR.

Rejoicing in the City-The News Cable and Wired All Over the World Before Down to Help La Gascogne In and but She Asked for No Assistance-The Piston Rod Kept Breaking as Fast as It Was Mended, and the Southwesterly Gale of Last Week Drove Her Up to Within 45 Miles of St. Pierre Miggelon.

QUARANTINE, Feb. 12., 1:30 A. M. - La Gascogne is safe. The big French liner, eight days overdue, dropped anchor at the bar just before midnight, all well on board, and a sigh of relief goes up from two continents. Delay was due to broken piston rod and to the terrific gales which have swept the North Atlantic for the past week or more, and brought disaster to many a stanch craft. Capt. Baudelon and the officers and crew of La Gascogne brought the ship and passengers through the gales and made port without help.

From the time they left Havre on Jan. 26 until yesterday they spoke no trans Atlantic steamer and saw only a fourmasted schooner, the one which reported at St. Pierre Miquelon, Nova Scotia, having seen a large steamer off the Banks apparently in distress last Saturday. .

The disabled steamer had left Fire Island twenty-five miles astern and was eight miles to the eastward of Sandy Hook lightship when the United Press tug Dalzell met her.

It was 9:45 P. M. The big liner was limping into port at half speed, with two big red lights, signals that she was "not under command," at

The tug lay alongside half an hour, and the following story of the trip was obtained:

The steamer left Havre on Jan. 28. On the first day out 440 miles were logged; on the second day, 407 miles; on the third day, after travelling 380 miles, a piston rod broke and 18 hours were spent in making repairs. When they were completed the ship steamed at 9 miles an hour, making in all 66 miles on the goth.

On the 30th, 31st, and Feb. 1, 215, 255, and 280 miles a day was made respectively.

On Feb. 2 the piston rod broke again The break was more serious this time Sea anchors were put out, and for fortyone hours the ship was hove to, making repairs. On the 4th the first severe weather was experienced, and the ship was blown 150 miles out of her course.

On the 5th the repairs having been completed 103 miles were made.

The ship was then clear to the northward of the track of the transatiantic steamers, and was therefore not seen by the many steamers which passed over the regular track.

On Feb. 6 169 miles were made. On the 7th the machinery broke down for the third time. The heavy cyclone struck her on that day, and the ship lay hove to with sea anchors out all day. No headway was made, and, owing to the motion of the ship, repairs were difficult.

On the next day the chief engineer, who had been at his post day and night, completed the repairs, and the ship proceeded 131 miles. On the 9th, for the fourth time, the machin

ery broke down and only 74 miles were made, On the 10th, 150 miles were made, and yester day, to the great rejoicing of all on board, Fire Island was sighted and the ship crept up to her ancherage off the bar.

The United Press tug was received with cheer by the anxious passengers. They crowded to the rail, yelled and clapped their hands with all the enthusiasm of the

The officers refused to allow any one on board and wouldn't come to the rail to talk. The passengers were more obliging. Julius Matrigin, a representative of the glove

French race.

firm of Perrin Freres & Co. of Paris and New York, was interviewed over the side of the ship. He said: "We broke down on the third day out. We

didn't become alarmed, as we didn't know very

much about what was the matter. "The Captain said it was all right, and we had confidence in him. Our first experience with gales was on Feb. 4.

"We had a terrible blow then, and one of the boats was badly damaged." "Was anything carried away?" " No; the ship stood it well. We had plenty of

provisions and fared first rate.

"We were blown away off our course and

spoke no steamers until yesterday, when we saw had observed any. He said he saw nothing like signals, but wondered why she didn't overan American liner bound for Philadelphia."

The United Press tag, the Fred E. Dalsell, by the clever manouvring of Capt. Harry Denise was got alongside first of the five tugs which were driving along to catch the first word from the big French liner, La Gascogne, which at that time was eight miles east of the lightship, and was ploughing along at about six knots an hour.

A crowd of men passengers leaned over the bulwarks, and one of the women, wrapped up in sea togs, joined them in their eager quest for news from shore.

So eager were they, indeed, that it was difficult to secure answers to the questions that were hurled at them from the tug.

A copy of a United Press newspaper was thrown aboard, and in acknowledgment Jules Matagrin threw his card weighted to a heavy substance aboard the tug on the back of it was a copy of the log. They said that they had had plenty to eat, and except for the number of times the sun rose and set wrong.

All particulars of the accidents to the machinery were kept from the passengers, but the sighted a two-masted steamer moving east daily bulletins of the knots made told the story.

had observed any. He said he saw nothing like signals, but wondered why she didn't overbaul us.

"Later I learned from the purser that he thought he saw three balls in perpendicular line forward of the foremast. I didn't see tham, they indicate 'unmanagashie' or 'disabled.' There was no signal displayed asking sesistance.

"When I first saw the liner there was an oll-tank seamer a short distance and of her, and if assistance was required this vessel would have answered the call."

After leaving the Bolivis, an oil tank, which had anchored a short distance from the Anchor line boat, was hailed. This proved to be the Washington, from Rotterdam.

The mate said that at 10 clock this afternoon, when ten miles east of Fire Island, La tassection was seen abowing on the foremast thee balls in perpendicular line, indicating "unmanagable and disabled."

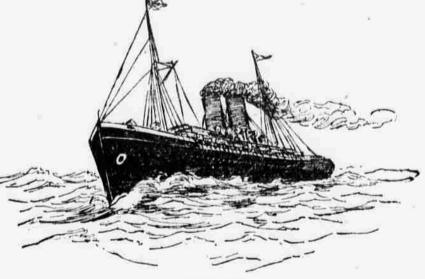
The steamer was going along at the rate of about six miles an hour, and later of about its miles an hour, and later handled in for the land as if about to anchor or to signal the observer as Fire Island. No request for assistance was made, and the Washington proceeded to make her port.

PRICE TWO CENTS.

REJOICING OVER THE NEWS.

How It Trickled Into the City Before the Tugs Got Out After It.

The first definite news that La Gascogne had arrived reached the city at 5:20 P. M., but for an hour before that despatches had been coming in which gave ground for the hope that the missing Frenchman was near at hand. As early they wouldn't have known that anything was as 3 o'clock Mr. Forget, at his office on Bowling Green, had received a message to the effect that an American schooner had arrived at St. Pierre Miquelon reporting that on Saturday last she had



Beyond tediousness of the voyage the pasengers positively suffered no inconvenience.

Although the derangement of the ma chinery occurred on the third day it was not till the ninth day that the steamer ran into bad weather, and then the slow time which she was making was only that which some of the ocean greyhounds would have made under similar circumstances, for the fastest and staunchest steamers slow

down before such a gale. The Teutonic and Umbria are cases in point. The Tentonic was two days off the lightship

before she could make Sandy Hook. La Gascogn'es whole delay, so far as it would be an occasion of alarm to her passengers, occurred before she encountered bad weather, consequently they were at no time really fearful for their safety. She was not coated with ice very badly.

BULLETINS OF THE EVENING. La Gascogne Came Up with Her Own Steam

Asking for No Help. The fleet of tugs that made for Fire Island when the news came had been gone five hours when the evening news began to trickle in as

QUARASTINE, S. I., 10:30 P. M.-The steamer Bolivia has come into Quarantine. She brings word that La Gascogne has anchored off Shinnecock Light. The Bolivia did not have her in tow. The Gascogne was proceeding under her own steam when she suddenly

broke down the second time.

QUARANTER, 10:35 P. M.—The steamer Bolivia sighted at noon to-day the French steamer La Gascogne fifty miles east of Fire Island. The Gascogne was nearly abeam when first seen, but hauled in to-ward the land and gradually fell astern, about 4 P. M. Saw her last showing three balls, one above the other, ndicating "Disabled; unmanageable," but us no as sist suce was asked, did not go to her. The oil tank steamer Washington, from Rotterdam, reports that she passed near the Gasconne at 1 P. M.

to-day, ten miles east of Fire Island, going about six miles an hour, showing letters I. R. D. Q. and on the foremast three balls in perpendicular line, indicating "Unmanageable and disabled." The Gascogne hauled in toward the land as if about to anchor or signal. As no assistance was asked for we proceeded. This was getting interesting when the chances

of the tugs getting back with the news were considered. But then came this bulletin: SANDY HOOK, N. J., Feb. 11, 10:45 P. M.-A steamer south of lightship; think La Gascogue.

MARINE OBSERVER.

It was only a few minutes when this came to relieve ali doubta: SANDY HOOK, Feb. 11.—The steamer before reported south of the lightship is coming in. She has three red lights in her forerigging. There are three tugs at her stern, apparently acting in place of a rudder. She is

no doubt La Gascogne. She is coming under her own steam and making good headway. 11:20 P. M .- La Gascogne is anchored outside the

12:00 Midnight -A fleet of tugs is around La

BOLIVIA SPOKE LA GASCOGNE. No Request for Assistance Was Made by

the French Liner. QUARANTINE, S. 1., Feb. 11. - The Anchor line steamer Bolivia was reported early this evening, and her arrival at Quaran-tine was anxiously awaited, because her reported appearance off Fire Island led to the idea that something definite would be learned concerning the long-delayed French liner La Gascogne, and long before her entrance in the Narrows it was known that La Gascogne had been reported off Fire Island at

5:15 P. M. The moon shone over the waters of the bay, showing the rapidly driven lee floes which extended from shore to shore, making it impossible to board vessels in a small boat, the usual

method employed at Quarantine at night. The Bolivia anchored about a mile northeast of the dock at Quarantine, and, finding it impossible even to venture in a small boot, the United Press reporter obtained the permission of Health Officer Doty to use the remain bearing book the Charles F. Allen. The Dotter accom-panied the boat, and the Holivia was habited and a ladder thrown over the side. Uspt. Haxter

We sighted a large liner just before moon to-We sighted a large liner just before mon today, and an inspection with the glass showed
her to be a large two-masted steamer with
two funnels, which from general appearance
was thought to be a French steamer, and
as the pliot had informed me that La
tiascogne was overdue I was certain that it
must be that vessel. When first seen the steamer was nearly abeam and bearing about south,
I gave no further thought, expecting ner to outrun us, but, some time later, felt surprised to
find her dropping astern and leading slightly
toward the land. Later the liner was observed
to be steering across our stern and making for
the land at a speed of six or seven knots.

"About 4 F. M. she had disappeared astern. I
did not see any signals, and asked the pilot if he her out, but was strongly of the opinion that she was La Gascogne. Early in the afternoon, also, a cumor was current that the steamer was beng towed in by the Cevic. There have been so many rumors in the past few days which, upon investigation, turned out to be groundless, that Mr. Forget was not inclined to be sanguine over the reports.

At 4:15 a despatch offering more definite en-

ouragement reached him from the telegraph

office in the Maritime Exchange. It was from

Fire Island and stated that three steamships had been sighted off Forge, twenty miles east of the station: One of them is a French ship. She is moving very slowly and will not reach Fire Island for a couple of hours. No French liner is due to-day except La Gas-

This was followed at 5 o'clock by a despatch from Fire Island, which read: The French steamship is off Smith's Point, moving very slowly. She has signals, but we are unable to read them. She will be off Fire Island in about four

hours. There are two steamships south of Fire Island, One looks like an Anchor liner and the other a tank, No signals. The French steamship has two stacks, red, with black tops. This answers the description of Mr. Forget's hopes rose high, but he was out-

wardly calm and composed. He did not wish to be too sanguine.
"I am afraid," he said, "that this French ships may be a Fabre liner, or possibly La Touraine has turned back. I can only hope it is La



CAPT, CHARLES BAUDELON.

The suspense was not of long duration. At 5:20 a messenger boy from the Maritime Exchange came running in with a telegram, at foliows:

Fire Island, 5:15.-La Gascogne is off Fire Island. That was official and settled the matter. The joy of the agent and of other officials knew no bounds. They clapped each other on the back and shook hands, with tears in their eyes. One of them hustled up to the roof and ran up the French flag, while another chalked a transcript of the last despatch on the big bulletin board outside which is used to announce the sailing

lates of the French ships. An elderly Frenchman burst into the office just before the final telegraph came. It was A. A. Riche, the wealthy phosphate agent, who has three daughters on board La Cascogne. He was accompanied by three or four friends. Mr. Riche lives at the Hotel Martin. Last month he lost a daughter in Paris, and the thought of the peril in which the other three were and their possible death at sea has kept him on the verge of prostration, and three doctors have been in attendance for several days. At night he was unable to sleep without opiates. On Sunday his son, M. A. Riché, was summoned from Florida.

He reached New York vesterday. Mr. Riche was in a down-town office when he

Mr. Riche was in a down-town office when he heard the first news that a French steamer was approvabling. He rushed to the Bowling Green office, and reached there just in time to hear the loyan news which the 5th despatch had brought. The reaction from his anxiety was so great that he laughed and erred at once. He shook hands with everybedy in the pince. "Oh, my daughters" he crited, "they are safe. If you wish to see a happy, happy man, look at me.

Tears glistened in the eyes of all who were present as they comprattiated the old contiesman.

In the mean time others had begun to arrive, and in fifteen minutes the office was fibed. Five eather messages were sent to the Farls and flavre agencies of the line, and about seventy-five telegrams were started to the people who had made hemities during the week and had left their mades and addresses. The place was farre alive with messener boys, coming and game the telephone was kept hear without intermission for an hour and a hair, for several days it has furnished steady employment for one man. These were always two or three waiting for the contaction as seen as one inquiry had been answered. But preserving in the record for quick war was bruken and the hopes of scores were travely into certainties in short order.

By a Ochick the road of the nace was described.